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INFORMATION REPORT

PREPARED AND DISSEMINATED BY
CENTRAL INTELLIGENCE AGENCY

COUNTRY Hungary 25X1

SUBJECT Location, Organization, Equipment, Vehicular Maintenance and Supply of the 7th Mechanized Division/Location of Main Armored Vehicle Supply and Repair Depot of Budapest/Main Wheeled-Vehicle Supply and Repair Center (Matyasfold) in Budapest

DATE DISTRIBUTED 4 Apr 1957

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SUPPLEMENT TO REPORT #

25X1

THIS IS UNEVALUATED INFORMATION

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1. 25X1

2. The 7th Mechanized Division consisted of five Regiments and one Reconnaissance Battalion. The location of the Division elements and the type of equipment in each is as follows:

UNIT	LOCATION	TYPE EQUIPMENT
A) Division Headquarters	ESZTERGOM PF 6417 (Lat N47°77'-Long E18°44')	
1)Recon Battalion	GYONGYOS PF (?)	T 34/85 tanks
2)Self-propelled Regt	TATA PF 9935 (Lat N47°34'-LongE18°25')	SU-122 guns
3)Medium Tank Regt	ESZTERGOM PF 6781 or 6481	T 34/85 tanks 122 mm guns 152 mm gun How
4) Medium Tank Regt	PILISCSABA PF (?) (Lat N47°37'-Long E18°49')	(Same as 3 above)
5)Tank Infty & Arty Regt	ASZOD PF (?) (Lat N47°56'-Long E17°52')	T 34/85 tanks (artillery, large and small)
6)Arty & Infty Regt	POLGARDI PF (?) (Lat N47°03'-LongE18°18')	Artillery(field and AA)

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3. The Independent Automotive and Armor Repair Branch consisted of one Transportation Company, one Tank Repair Company, one Vehicle Repair Company and a small Battalion Supply section. The wheeled-vehicle repair company consisted of three officers and about 56 enlisted men. They were organized into brigades as follows:

BRIGADE NO.	ACTIVITY	NO. OF MEN
1	General Repair	4
2	General Repair	4
3	General Repair	4
4	General Repair	3
5	Disassembly	3
6	Electrical Repair	2 EM 1 Civilian
7	Machine Shop	4 EM 1 Civilian
8	Battery Shop	2
9	Motorcycle Shop	2
10	Carburetor Repair	1
	Engine Rebuild	4
12	Carpenter Shop	2
13	Body Repair	4
14	Paint Shop	1

4. The major equipment in the wheeled-vehicle repair company consists of the following:

ITEM	NUMBER
B-5 Shop Van Truck (machine shop)	1
B-5 Shop Van Truck (carpenter shop)	1
B-5 Shop Van Truck (Blacksmith Shop	1
ZIS (?) Water and Oil Heater Trucks	3
Csepel 350, 3000 liter, gas and diesel tankers	2
Csepel 350, Van truck (repair shop)	
Type A/ w/lathes	3
Type B w/generators	25

5. The B-5 Shop Van Maintenance Truck, 4 x 2, is manufactured by Csepel. Characteristics and data are as follows:

Weight: 10-15 ton
Length: about 12 m. As long as US semi-trailer
Height: 320 cm
Max. Speed: 60 km on speedometer. Will go 70-75 km's
Fuel Consumption: 100 km per 35-40 liters
Fuel Tank Capacity: 180 liters
Type Engine: 6 cylinder, diesel, inline, water cooled (MAVAG B-5) stamped on the left side of the block
Bore: 105 mm
Stroke (?)
Horse Power (?)
Max RPH (?)

Type transmission: Synchromesh, 5 speeds forward, 1 reserve.
Type fuel pump: BOSCH made in Germany
Type starter: BOSCH 24 volt electric
Type generator: BOSCH 24 volt
Type brakes: Air

6. ZIS M-(?), Truck 6 x 2, Water and Oil Heater. This truck is used to heat water and oil for winter operations. There are two tanks and a heater mounted on a 6 x 2 ZIS truck. [redacted] 25X1 [redacted] The heater has two burner 25X1 elements located in the rear of the truck. [redacted] 25X1 [redacted] there is an arrangement 25X1 of tubes that go through the storage tanks into an exhaust compartment. This heater is quite effective in heating oil to about 60 degrees Centigrade and water to about 80 degrees Centigrade. [redacted] 25X1 [redacted] The complete tank is about 25X1 280 cm long. The exhaust compartment is about 2 m wide, and about 1 m long and 2 m high.

7. CSEPEL 350, 4 x 2, Van Truck, (Repair Shop). The Csepel 350 is very much like the Austrian STEYR vehicle. It is about the same length, height and width as the American GMC. There were two types of tool set loads carried in these trucks. They were called Type "A" and Type "B". All of the truck loads were not arranged the same; however, they had about the same type of work benches and tools. The entire body of this truck is made of Duralumimum. Some parts of this vehicle are manufactured by MAVAG-IANG. The vehicle is assembled by CSEPEL. The vehicle is not very well liked by personnel who are required to use it because it is not very dependable. Although the parts made in foreign countries are usually quite dependable, those made in Hungary are very poor. The engine, for example is very good whereas the axles and driveshafts often break since the steel used is too hard or too soft. The following is some of the data on this vehicle:

Engine: 4 cyl, gasoline, inline, 90 HP. Bore: 85 mm

Transmission: 5 speeds forward, 1 speed reverse

Maximum Speed: 100 km per hour

Number of driving wheels: 4

Type of brakes: Hydraulic

Fuel consumption: 100 km per 32 liters of gas

Gas tank capacity: 120 liter

8. CSEPEL 350, truck, 4 x 2, diesel and gas tankers. The company had two of these vehicles which were used to carry fuel for the company vehicles. This truck had a 3000 liter tank mounted on a Csepel 350 truck. Each tank was separated into three sections.

9. Maintenance and supply system in the Mechanized Regiment. The entire maintenance and supply support for a Mechanized Regiment consists of one Organic Tank and Wheeled-Vehicle Repair Company and a small regimental supply section. This unit performs minor repairs and the replacement of minor parts. If experienced mechanics are available in the Company they are allowed to perform replacement of major assemblies. There are no mechanics or supply personnel below regimental level. The drivers are required to perform greasing, cleaning, and minor adjustments. If a vehicle needs repairs, the driver must get his Senior Sergeant to check the vehicle. If he decides that the vehicle cannot be fixed by the driver, he is allowed to request the company motor officer to request permission from battalion to send the vehicle to the repair company. If the battalion motor officer decides that the request is valid, he forwards it to the Technical Control Staff at Regiment.

If this Staff decides that the vehicle cannot be repaired at the regimental level, the request is forwarded to the Technical Control Staff at Division. If this Staff, in turn, decides not to repair the vehicle at this level, they forward the request to the Army Depot. Normally it takes more than a month to get approval from the Army Depot Repair Center. If the request is hand carried and handled under special circumstances the approval can be obtained in two weeks.

10. There is no supply of parts below regimental level. Only minor assemblies and expendable, fast-moving supplies are stocked at this level. Regimental Supply draws its supplies from the Division supply section. This section stocks everything necessary to rebuild a complete vehicle. The Division Supply Section also supports the Independent Division Maintenance Battalion Supply Section. This Section is allowed to stock the same parts as those stocked by the Division Supply, although in smaller quantities, i e, two engines per type vehicle, the transmissions, four starters, etc.

11. The supply of spare parts was never adequate in any of the supply sections. It usually took from one to three months to get supplies if they were not available at the Division Supply Section. If they were available there, they could be obtained in a week. Most of the time they were not available.

12. [redacted] the Auto- 25X1
motive Repair Company of the Independent Repair Battalion. This company usually was working on about seven vehicles at a time. Normally there were about four or five vehicles always waiting for parts. Some would wait for as long as six months, others as long as a year. Normal waiting time was about one to three months. Just before maneuvers there would normally be about 120 vehicles waiting to enter the shop because everyone wanted to get their vehicles fixed before the maneuvers. Normally, however, there were only about three or four awaiting shop. Most vehicles in the hands of the units were stored except during maneuvers. They were not allowed to use them because they had to be saved for maneuvers and mobilization. Usually those people who had friends in the supply sections and the staffs would get their vehicles fixed first. It was not uncommon to take parts off of a junior officers' vehicle and put them on a senior officer's.

13. Most of the mechanics in the Army are poorly trained. They are picked for the job because they supposedly had experience on farms. In our battalion there were only five good mechanics. These men were usually made chiefs of brigades and they usually had three or four peasants working for them. None of the so-called chiefs (officers) are mechanics or know anything about vehicles. The only training for untrained mechanics was in the individual brigades working on the vehicles with an experienced chief. The company usually finished about 10 major repairs per month. The quality of the repairs was very poor because of the lack of parts. Many times we were happy if the vehicles would get as far as the gate before they broke down again. In the winter the shops were too cold to work in and in the summer there was so much work that we were glad to get rid of the vehicles.

14. The supply system in the Hungarian Army is too involved and has too much paper work. There was always a lack of spare parts and tools. We were always required to submit requests for supplies one week in advance. Supplies were requested and picked up twice weekly on Tuesday and Wednesday. Good buddies and the staff always received first consideration; all the rest had to wait. Many times the parts received were the wrong parts and had to be returned and re-requisitioned. The supplies were normally grouped into two large categories; tank and automotive. They were further classified by vehicle model number and name. [redacted] 25X1
[redacted] When a mechanic needed a part he just asked the supply 25X1
personnel and they would give him the part.

15. Most of the drivers in the Army are poorly trained and they are the cause of many breakdowns. 25X1 25X1

16. Main Armored Vehicle Supply and Repair Center (CSANGO) in Budapest. This center is located on CSANGO Ut in Budapest. The place is always referred to as CSANGO because of its location. 25X1 25X1

17. MAIN Wheeled-Vehicle Supply and Repair Center (MATYASFOLD) in Budapest. This center is located in the MATYASFOLD area of Budapest near a large, military airport. 25X1 This repair center did all of the major rebuilding of military vehicles. Almost all of the workers were civilian with military supervisors. 25X1 Along the side of the airport there is a large area with thousands of vehicles. 25X1 there were some of every type of wheeled vehicle. There were several anti-aircraft positions in the vicinity of the area. 25X1 25X1

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classified "CONFIDENTIAL", are the following 25X1 charts, sketches and diagrams:

1. Organization Chart of the 7th Mechanized Division Maintenance and Supply of Vehicles.
2. Organization Chart of an Independent Automotive and Armor Repair Battalion.
3. B-5 Shop Van Maintenance Truck, 4 x 2 (Hungarian)
4. Blacksmith Truck and Carpenter Truck
5. Truck, 6 x 2, ZIS (?) Oil and Water Heater
6. Csepel 350, 4 x 2 Shop Van Truck
7. Floor plans of Shop Van
8. Csepel 350, 6 x 2 Gasoline and Diesel Tanker
9. Budapest overlay showing location of CSANGO Armored Vehicle Supply and Repair Depot
10. Layout of Main Wheeled-Vehicle Supply and Repair Center (MATYASFOLD)

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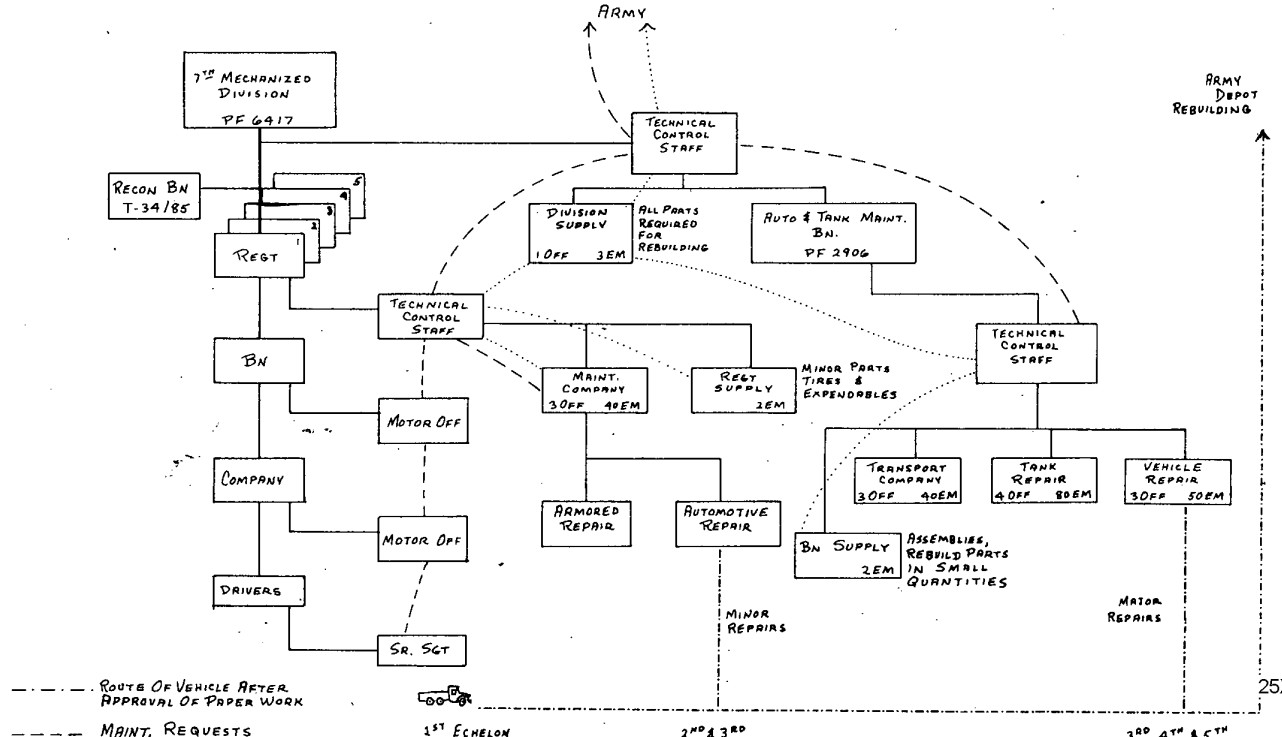
Organization Of The 7th Mechanized Division Maintenance & Supply Of Vehicles



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Enclosure 1

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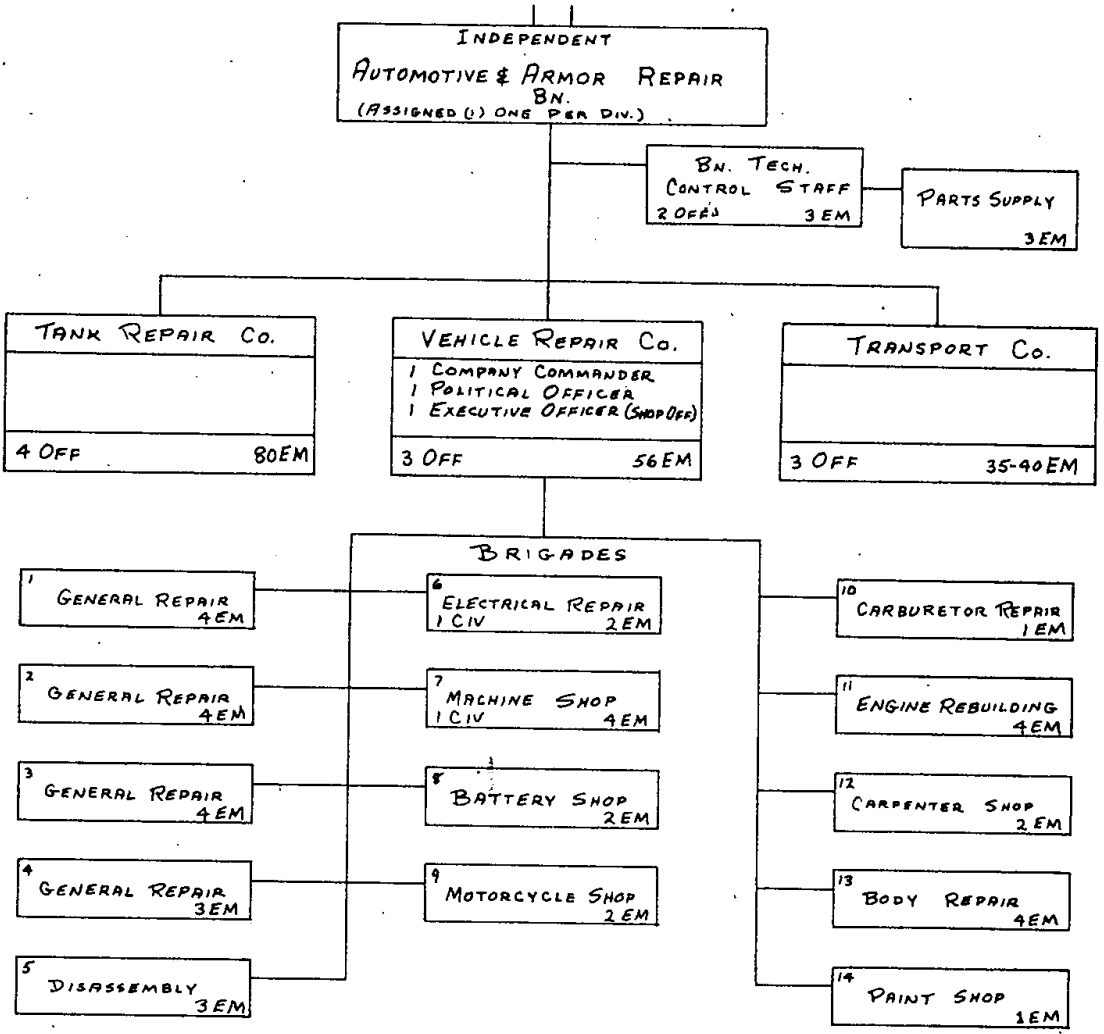

INCLOSURE # 2

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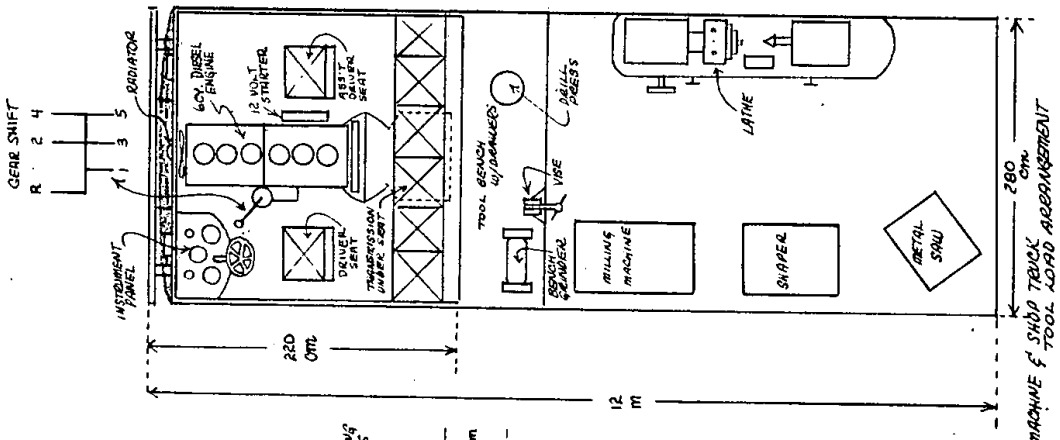
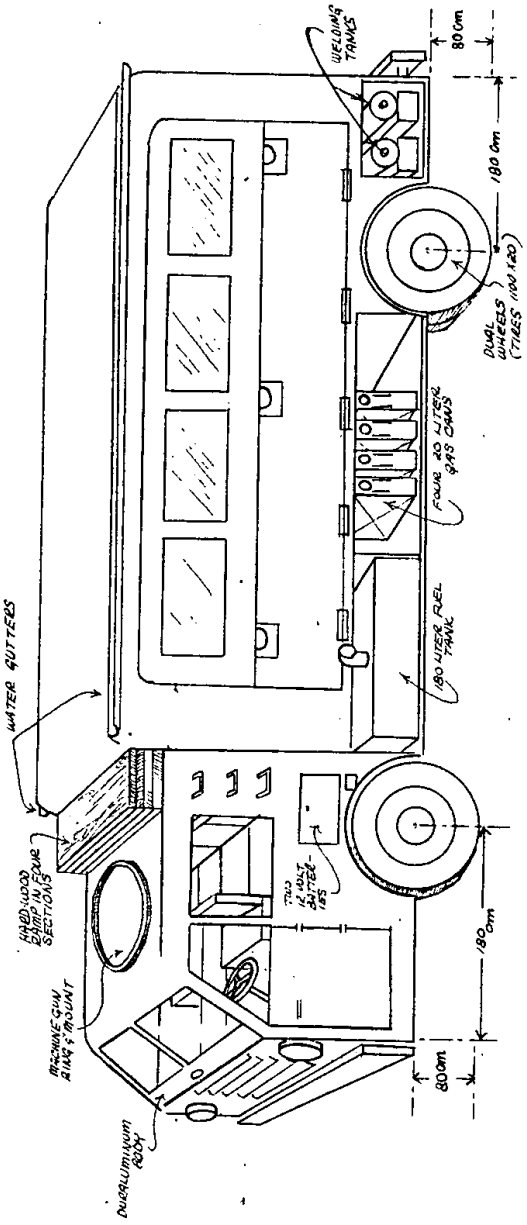
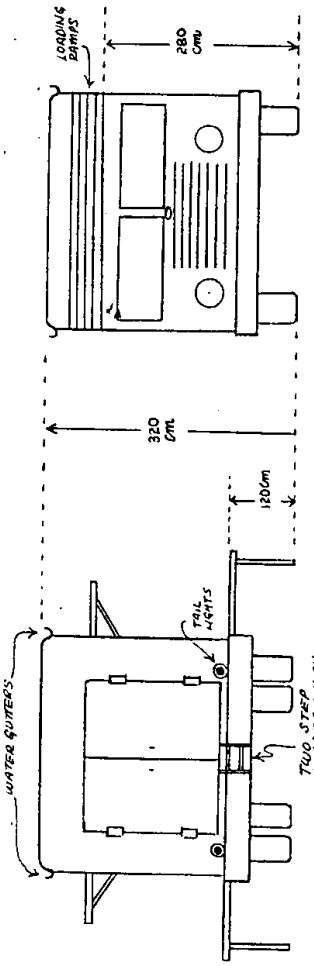




B-5 SHOP VAN
MAINTENANCE TRUCK,
4 X 2 (HUNGARIAN)
189 230
INSIGNIA 3-A



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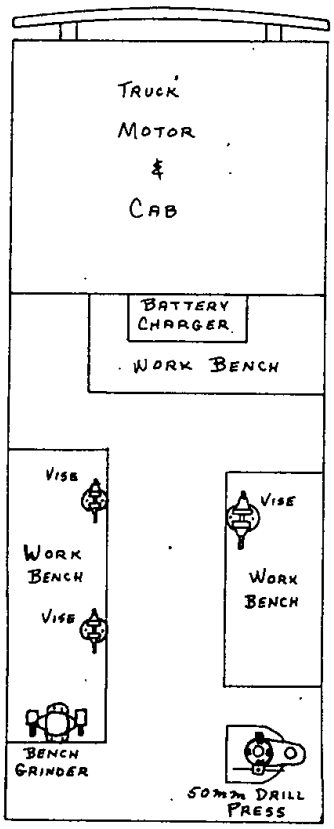
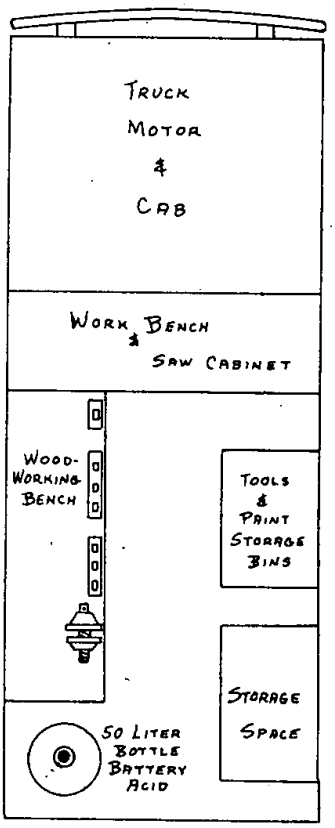


BLACKSMITH TRUCK
TOOL LOAD ARRANGEMENT



CARPENTER TRUCK
TOOL LOAD ARRANGEMENT

INCLOSURE #4

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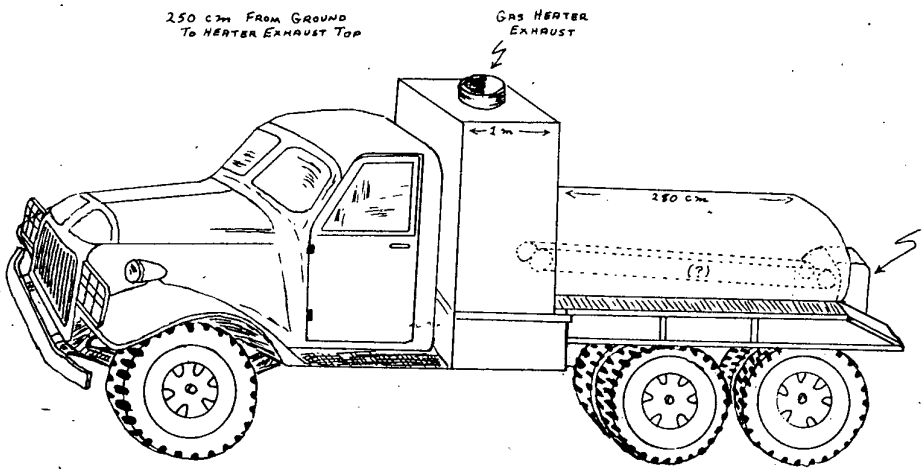

Truck, 6x2, ZIS (?)
Oil & Water Heater
(For Winter Operations)

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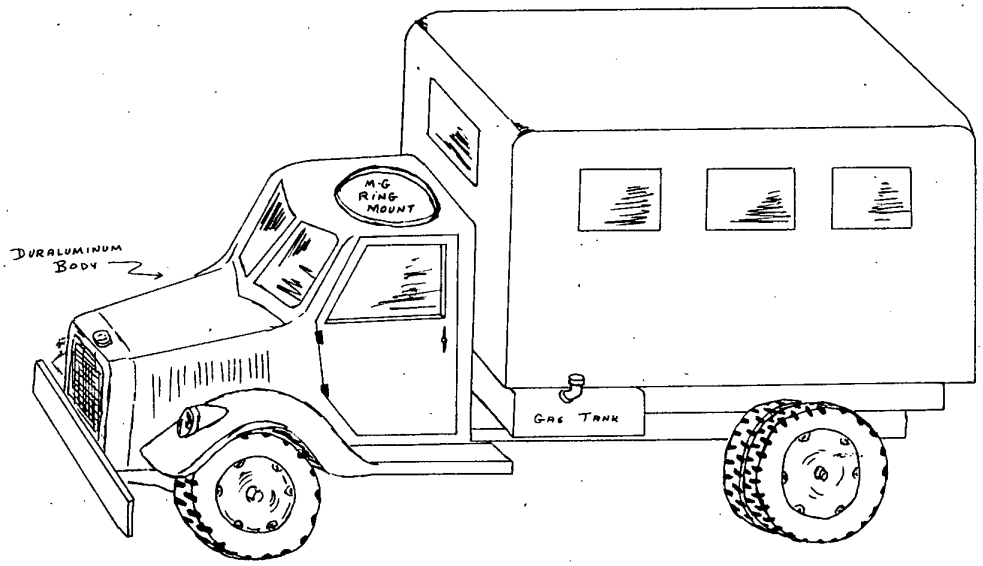

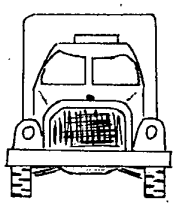

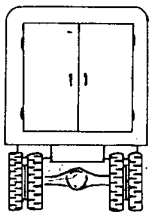

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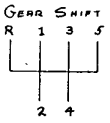
CSEPEL 350, 4 × 2 SHOP VAN TRUCK
(HUNGARIAN)



LENGTH
WIDTH
HEIGHT } LIKE GMC

WEIGHT - 3½ TON

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ENCLOSURE

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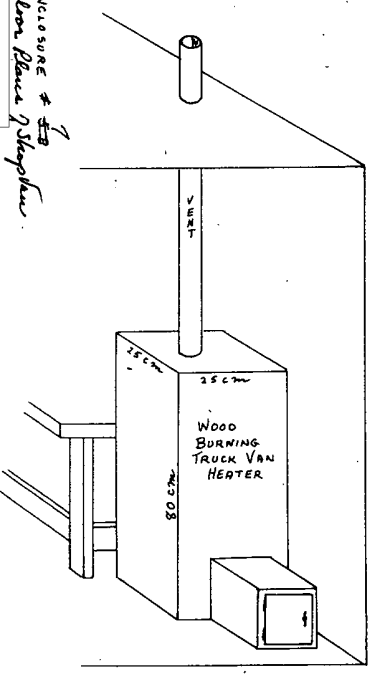
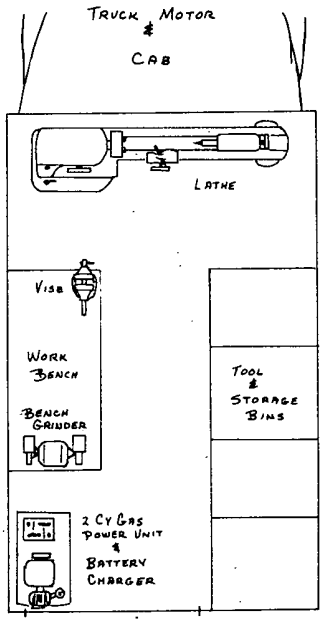
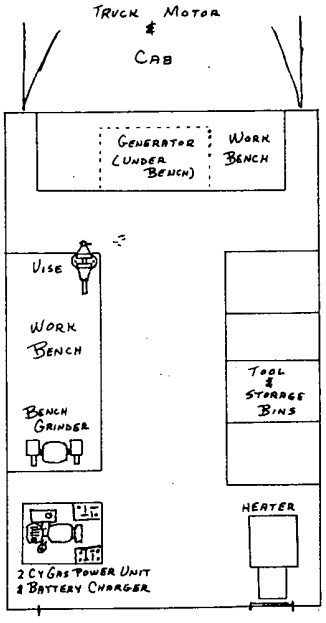




"A" TYPE TRUCK LOAD

3 ea



"B" TYPE TRUCK LOAD

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25X1

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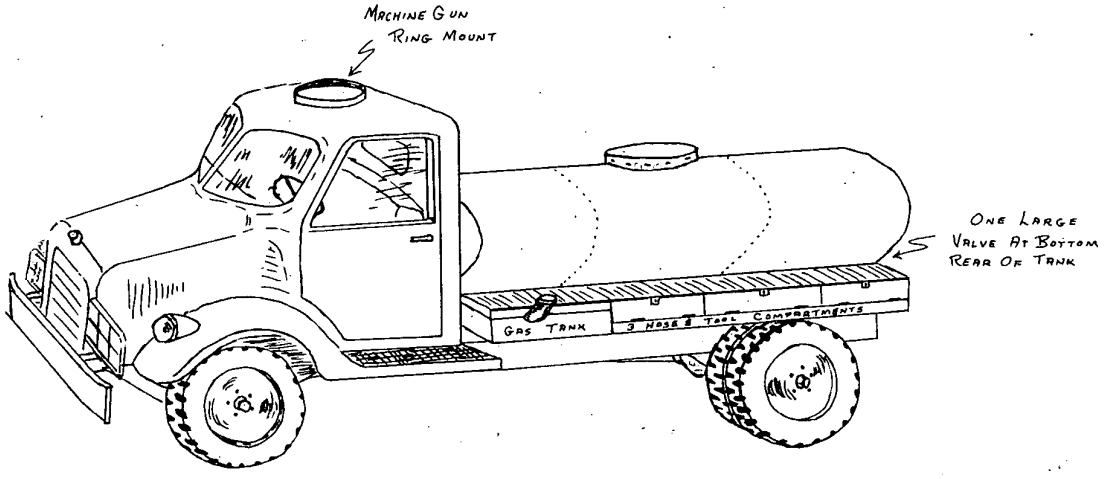

CSEPEL 350 TRUCK 6X2
GASOLINE & DIESEL TANKER
(3000 LITER CAPACITY)

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INCLOSURE 68

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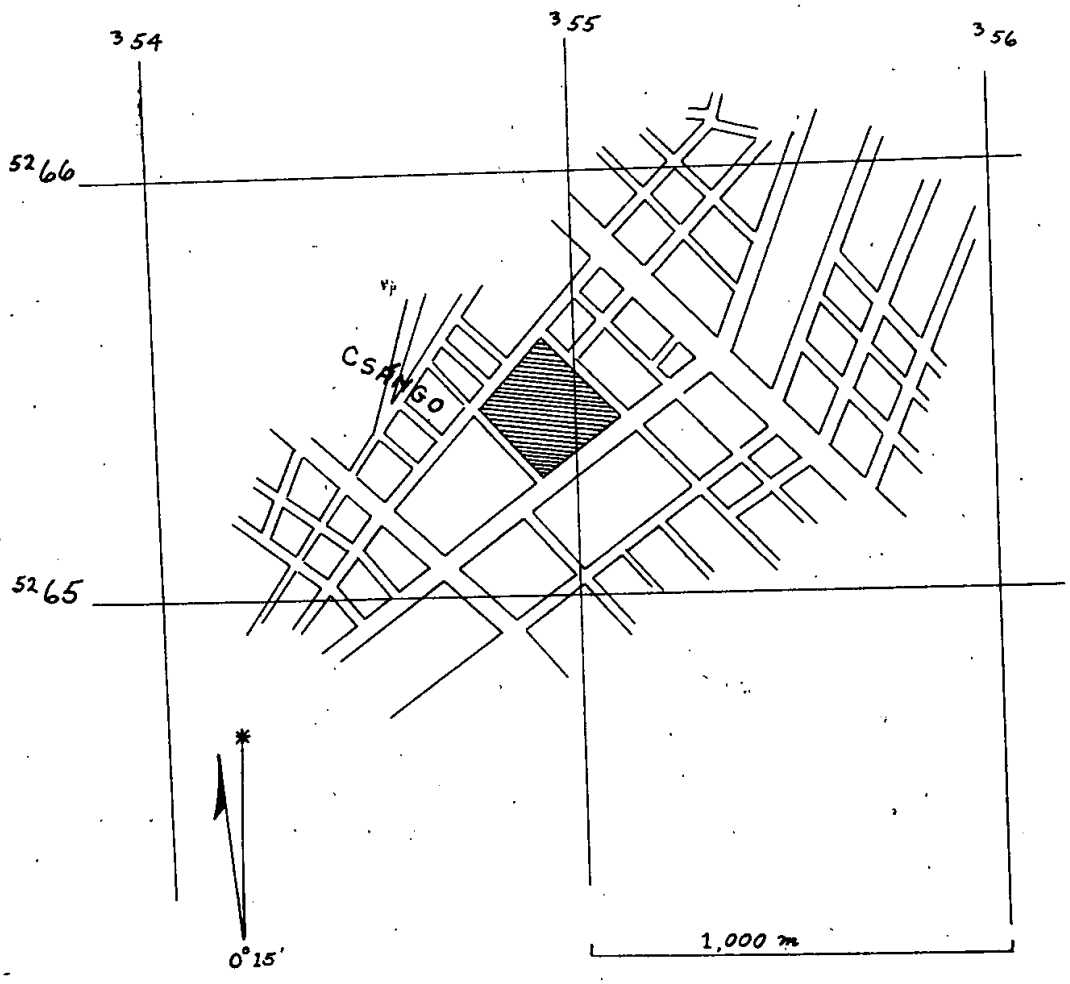

BUDAPEST, HUNGARY SHEET No. 1
AMS 7-54 180792

THE MAIN ARMORED VEHICLE SUPPY
& REPAIR DEPOT OF BUDAPEST

INCLOSURE 9

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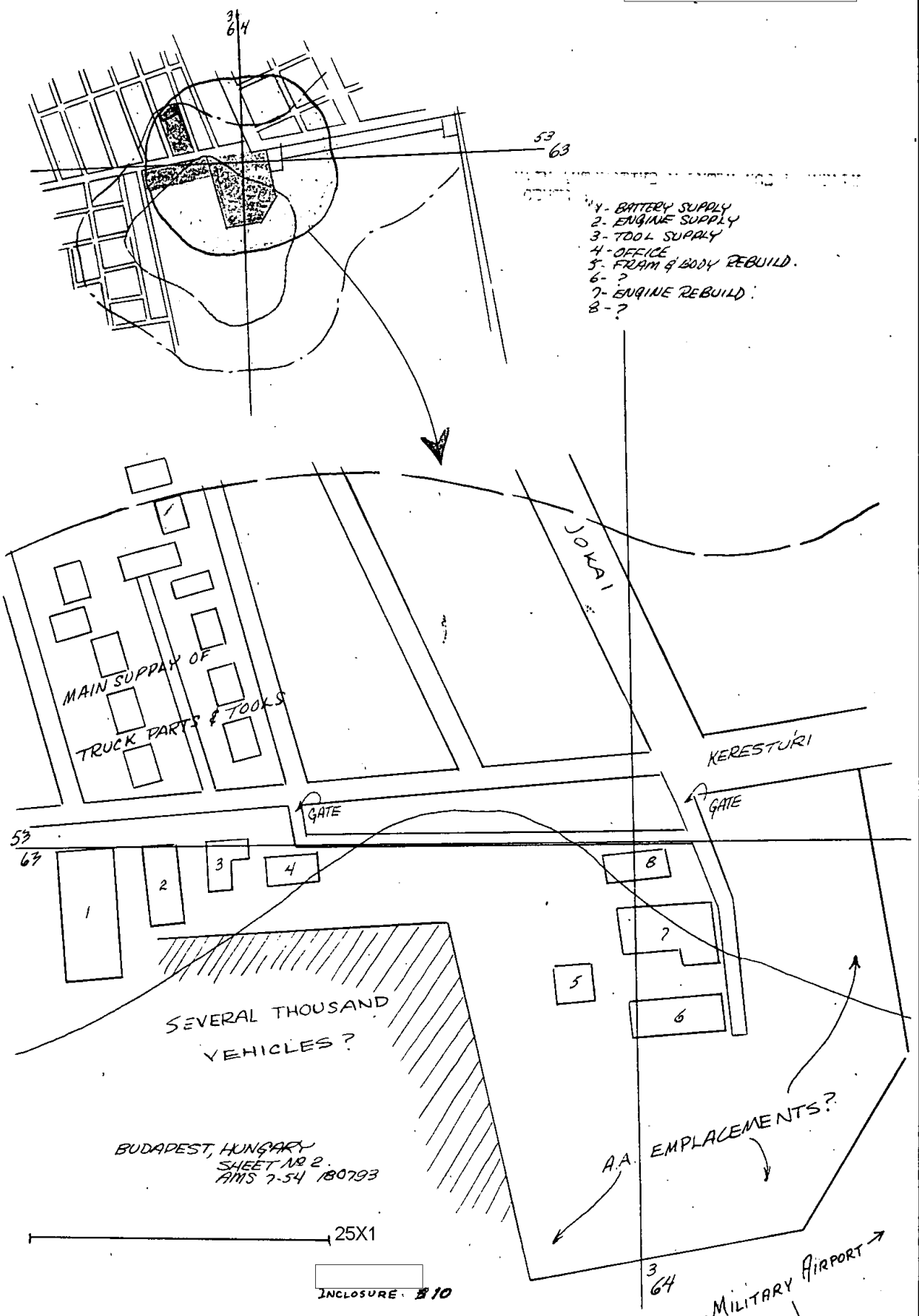

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